

INFORMATION REPORT

COUNTRY USSR

SUBJECT Port Information: Murmansk

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53).]

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4. Sailing Directions - Charts - visit was made without hydrographic charts
of the Kola Inlet

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ONI review(s) completed.

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6. Hydrographic Conditions - During the entire stay the temperature was about 20° C, weather fair, no rain - the period of the year being one of almost continuous daylight.
7. Turn-around - Vessel arrived in ballast, lifted cargo and departed port the afternoon of 7 Jul 53, turn-around being approximately 24 hours.
8. Pilotage - Proceeding up the inlet, pilot boat, from its fair weather station at point A [] intercepted vessel and pilot and conducted 25X1 to anchorage. The pilot spoke Russian but gave orders to the helm in rudimentary English. He could not speak German or Scandinavian, and it was doubtful whether he had other linguistic abilities. Pilotage is compulsory at all times and pilots bring vessels in day or night this season of the year due to extended periods of daylight.
9. Pilot boat stations - Pilot boats are stationed on the small island in the inlet designated by point A during seasonable weather and in winter shift upstream to a point around designator B.
10. Formalities - Murmansk is the first port of entry for overseas vessels and the official boarding party met the ship at anchorage. An inspection party of about a dozen persons armed with pistols conducted a search of about one hour's duration. The crew was mustered on the boat deck while a ship's officer accompanied the searching party. Binoculars were sealed and radio silence was maintained while in port. Identical procedure was followed in clearing the ship prior to departure. Boarding officials appeared more lax and informal than during previous calls.
11. Shore Leave - Liberty The officers and crew were given special passes to go ashore and were told that there was a seaman's club available; however no one left the ship.
12. Surveillance - Constant surveillance was maintained by two armed guards stationed at wharf side.
13. Anchorage - Vessel anchored at designation D for a period of about one hour before shifting to wharf side.
14. Berth - Vessel berthed at designator C; the ore berth.
15. Fuel - Source does not know, but doubts, if bunkers are available. 25X1
16. Clearance Facilities - A railroad spur serves the wharf where vessel was berthed.
17. []
18. Stavedores - Port is worked around the clock by three, eight-hour stavedore shifts.
19. Utilities - Electric lighting was available at wharf side and considered adequate though rigged on a portable basis via extension cable.
20. Wharf Details - Vessel berthed at designator C on marginal wharf used for vessels lifting apatite cargoes. The fact that ore is dumped outboard of the railroad spur discussed in paragraph 16 above, makes observation of this and the surrounding area difficult. [] a floating jib crane of about five tons' 25X1 capacity was located between the vessel and wharf and used to work cargo from the wharf deck into holds.
21. Naval Vessels Sighted - Three Soviet DD's were sighted at anchor near designator E.
22. Merchant Shipping - [] 25X1 Only vessels sighted in transit were a few small fishing craft moored at the several villages between Murmansk and the mouth of the Inlet.

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23. Dry Dock - A dry dock was observed at designator F, but was inactive.

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